

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Rumania	REPORT NO.	<input type="text"/>	25X1A
SUBJECT	Operational Photography Section of the Rumanian Air Force	DATE DISTR.	6 April 1953	
		NO. OF PAGES	2	25X1A
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PLACE ACQUIRED	<input type="text"/>	REFERENCES		

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SOURCE:

- In addition to the Air Division, Air Regiment, Squadron, Flight, Rear Service of Air Divisions, and Airfield Service Battalion (BDA), the Headquarters of the Rumanian Air Force Command (Comandamentul Fortelor Aeriene Militare - CFAM) also had an Operational Photography Section (Sectia Fotogrametrica) which supplied the CFAM Headquarters and the Ministry of the Armed Forces (Ministerul Fortelor Armate - MFA) with aerial photographs of Rumanian tactical terrains and frontier zones. It took aerial photos of industrial sites and secret projects to aid in the pinpointing of the sites and compilation of war maps without arousing the curiosity of the local population through normal surveying procedures and possibly to check the thoroughness of the camouflaging.

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- To complete this mission the CFAM Headquarters had at its disposal one twin-engine Focke Wolf-58B equipped with aerial cameras. I saw the FW-58B on several occasions:

The FW-58B was piloted by Captain Emil Dinu; the photographs was an officer from the CFAM. had just taken pictures of a twenty-nautical-mile strip along the Siret River between the cities of Bacau (4634N-2654E) and Roman (4655N-2654E). prior to this mission he had photographed "some installations" in the Bucharest area. I have no further information.

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[redacted] transported 2,400 lit. of gasoline in barrels (six barrels of approximately 400 lit. each) and some oil to the civilian airfield at Arad /4611N-2116E/ where the FW-58B was stationed at the time. (The FW-58B consumes approximately 150 lit. per hour for both engines.) Captain DINU was its pilot and said he was taking pictures of the Yugoslav border. Captain (fnu) SCULEI was, on this occasion, attached to Captain DINU's crew. I was told [redacted] in Belgrade that, in April or May 1952, Captain SCULEI had been transferred to the 180th Operational Interceptor Regiment at Lugo Airfield /4541N-2156E/ where he was flying an ME-109G and had the mission of making incursions into Yugoslav territory to take aerial photos. (The 180th Operational Interceptor Regiment had 40 ME-109G's plus two LAVOCHKIN-9 aircraft which were always on an alert status.) I do not know the name of the chief or other personalities in the Sectia Fotogrametrica.

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